

Central and North Ipswich Engineering Heritage

A Walk/Drive Tour



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2022

Acknowledgments

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About Engineering Heritage Queensland (EHQ)

EHQ is a group interested in the important contribution that engineering has made to the history of Australia, and is part of Engineering Heritage Australia, a key Interest Group of Engineers Australia.

See website for further details: <https://www.engineersaustralia.org.au/Communities-And-Groups/Special-Interest-Groups/Engineering-Heritage-Australia/Branches>

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Cover images:

Steam trains at the Ipswich Railway Workshops (SLQ neg. 187415, undated)

Ipswich Technical College, corner of Limestone and Ellenborough Streets, 1930s
(Picture Ipswich qips-2009-05-06-0014)

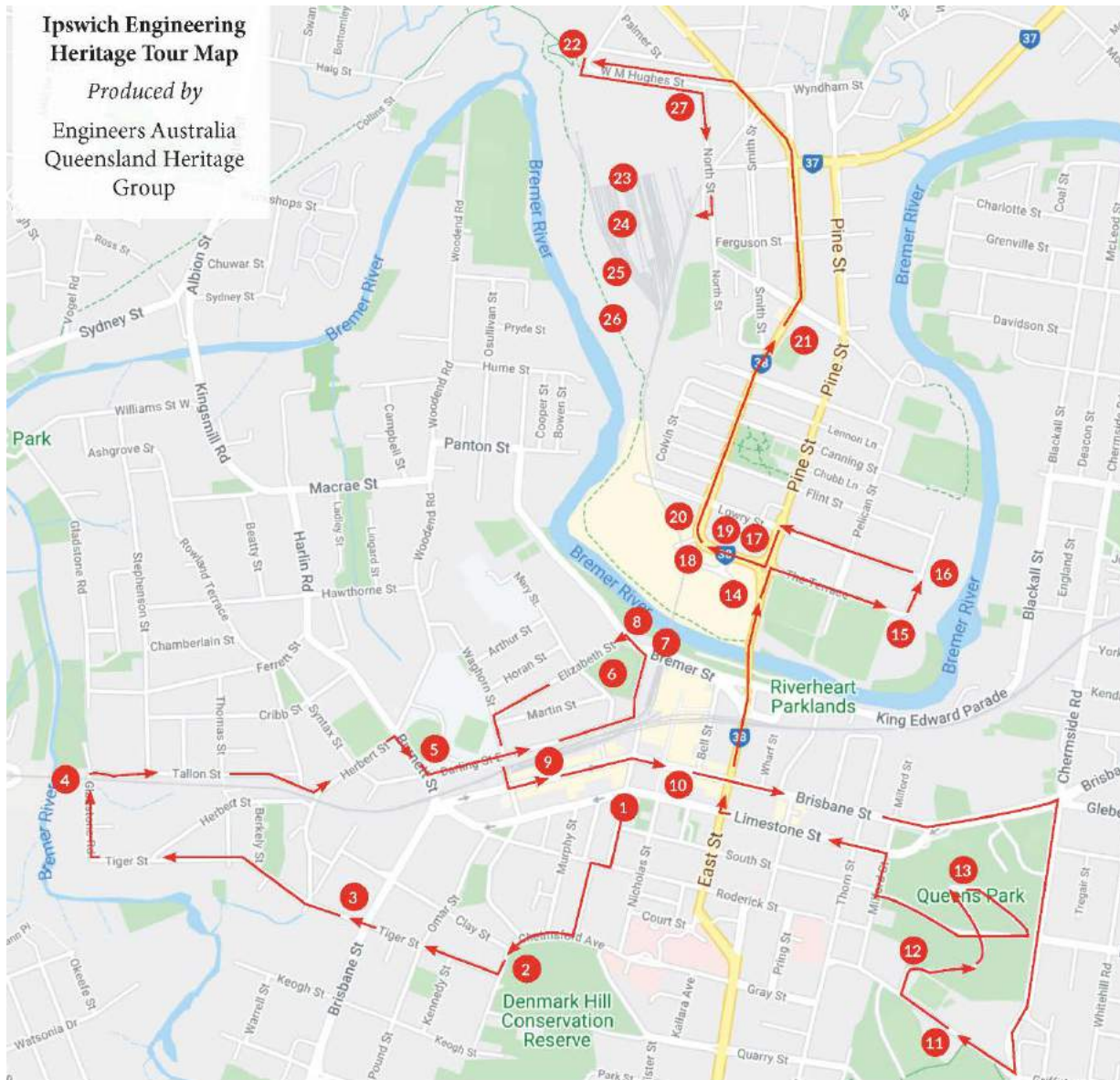
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Ipswich History

Ipswich was established in 1827 as a convict outstation to quarry limestone. The convict era ended in 1842 when the Moreton Bay area was opened to free settlement, with Brisbane Town as its centre. Ipswich became a busy port on the Bremer River and grew in importance because of its coal mines, as well as its transport connections to the rich grazing and farming areas of the Darling Downs and thence to the interior.

By 1845 the Bremer hosted a regular river trade but could not take large vessels; navigation was also impacted by tidal bars. Bridges and roads were few, and travelling on them was subject to the vagaries of the weather.

Following a failed private scheme to set up a horse-drawn tramway, the Queensland Government stepped in. The first Railway Bill was presented in August 1863 to heated debate about cost, route and construction of the proposed line. Rarely does a first railway start from a provincial town, rather than the capital; the fact that it did reflects the early pattern of European settlement. Economy of construction was necessary, as small population was unlikely to make a railway immediately profitable. Moreover, the terrain over the Main Range to the Downs was difficult. Irish engineer Abram Fitzgibbon was engaged and recommended a narrow-gauge light-railway track for economic construction. The choice of narrow gauge was controversial but was accepted. This railway, which extended from Ipswich to Bigges Camp (later renamed Grandchester), was the first in the world to be constructed as a government enterprise.

Ipswich was not completely connected with the capital by rail until 1876, when the Albert Bridge over the Brisbane River between Indooroopilly and Chelmer was completed.

The first recorded coal mine in the area was opened in 1843 by John Williams, beside the Bremer River at Redbank. By 1904, when Ipswich was declared a city, over a thousand men were employed in the local mining industry which was responsible for 80% of the state's coal production.

By the end of the nineteenth century Ipswich was also the centre of a thriving agricultural and dairying industry. It was Queensland's second largest city.

The Tour: Central and North Ipswich

This tour covers the central and near northern areas of Ipswich. Most of the ground must be travelled by vehicle, but there are several places where some walking is required or is an option; there are also some steps. This tour ends at The Workshops Rail Museum in North Ipswich, where you may happily spend a number of hours.

During your drive take time to admire the many fine examples of surviving heritage buildings. These range from modest workers' houses (many originally only two rooms), to more elite hilltop residences, as well as commercial buildings with intact facades.

Places of engineering and industrial heritage interest further afield are listed at the end.

BEGIN AT CORNER LIMESTONE & ELLENBOROUGH STS, IPSWICH. IF DESIRED, PARK IN ELLENBOROUGH ST TO INSPECT THE TECHNICAL COLLEGE BUILDINGS.

1 – Queen Victoria Silver Jubilee Memorial Technical College, 88 Limestone St (cnr Ellenborough St), Ipswich

The Queen Victoria Silver Jubilee Memorial Technical College, designed by architect George Brockwell Gill, was opened by the Governor of Queensland, Lord Lamington, on 4 June 1901. The State's first technical was college established in Brisbane in 1882. Outside Brisbane, colleges were initiated and run by independent boards; the Ipswich Technical College was the first of these.

In c. 2013 the buildings were converted into offices, and brewery, bar and restaurant.

CONTINUE UP ELLENBOROUGH ST, THROUGH THE DOGLEG (RIGHT INTO RODERICK ST THEN LEFT INTO ELLENBOROUGH ST); TURN RIGHT INTO CHELMSFORD AVE WHICH BECOMES DEEBING ST. PAST THE RESERVOIRS ON LEFT, TURN LEFT FROM DEEBING ST INTO THE RESERVOIRS CARPARK JUST PAST CLAY ST (ON RIGHT).

2 – Denmark Hill Reservoirs, cnr Waghorn St & Chelmsford Ave, Ipswich

When completed in October 1928, the reservoir was claimed to be the largest in the British Empire. It was so large that, during the Second World War, it was painted in camouflage colours. A second reservoir now stands adjacent.

CLIMB THE 62 STEPS TO THE TOP OF THE RESERVOIR FOR INFORMATION PANELS AND PANORAMIC VIEWS TO UNIVERSITY OF SOUTHERN QUEENSLAND CAMPUS (FORMERLY CHALLINOR CENTRE) TO THE SOUTH, & AMBERLEY RAAF BASE TO THE SOUTHWEST.

Perhaps take a short walk through the Denmark Hill Conservation Reserve, accessed from the southern end of the carpark, or from the steps at the base of the reservoirs. The park became world famous in the late 1800s for its insect fossils. A themed Triassic education shelter includes dinosaur footprints found in the local coal mines. The Quarry Circuit follows part of the former tramway along which coal skips were hauled. Coal can be seen beside the track, and concrete and metal remnants lie near the western end of Quarry Street. The track has a natural surface, with stairs and hills. Download a guide from the [Ipswich City Council website](#).

The City Colliery was opened by a group of investors in 1912, despite Council opposition to a mine so close to the city centre. However, the mine had problems including fires and an unsafe roof. More tunnels were opened in later years, with little success. Mining ceased in 1952.

EXITING THE CARPARK, CONTINUE SOUTH ALONG DEEBING ST, TAKE AN IMMEDIATE RIGHT INTO TIGER ST & CONTINUE WESTWARDS ALONG TIGER ST.

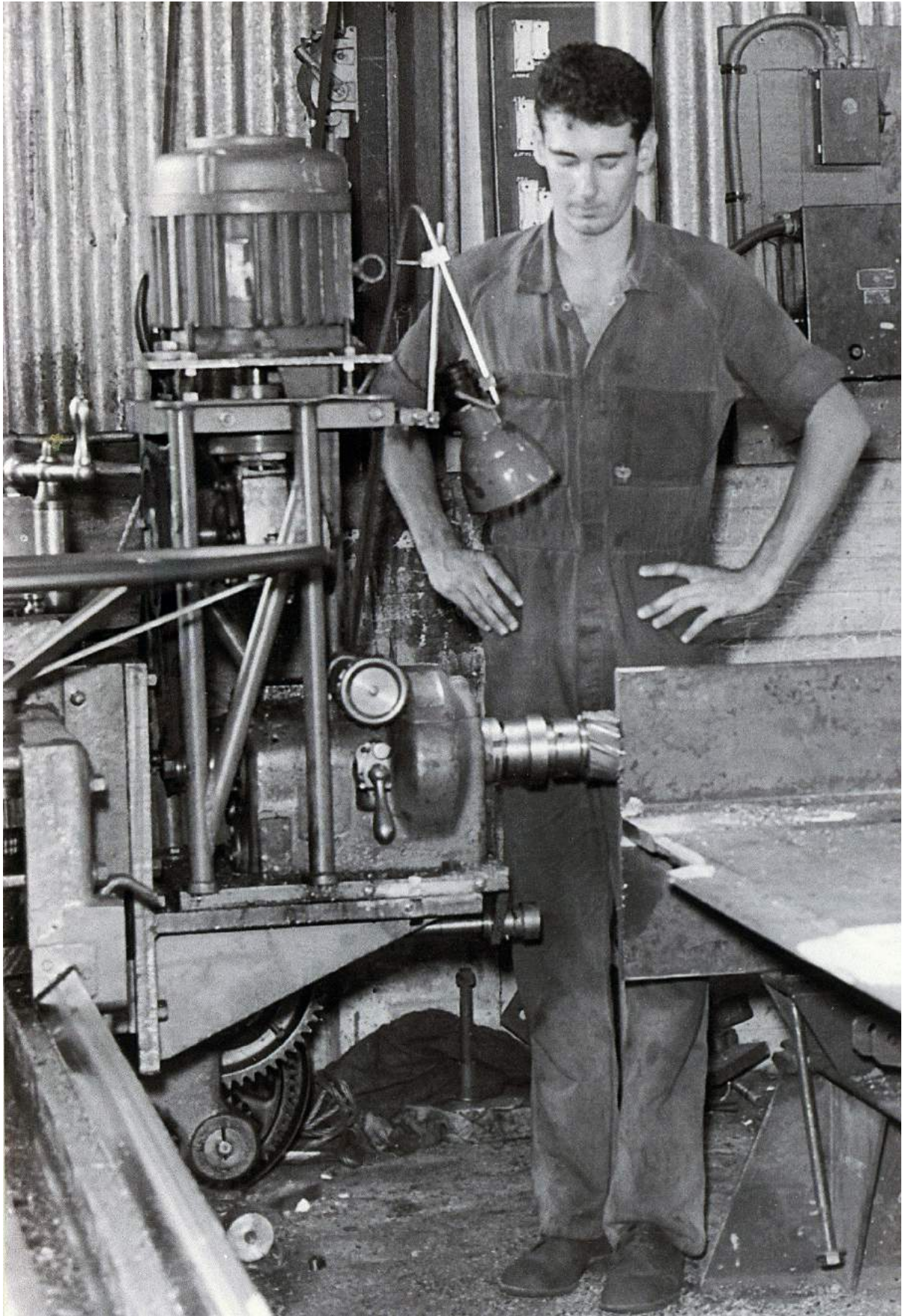
AT THE BRISBANE ST INTERSECTION, NOTE DIAGONALLY TO YOUR RIGHT, & ALONG TIGER ST, THE REMAINING BUILDING OF SCOTT'S FOUNDRY.

3 – Scott's Foundry, 323 Brisbane St, West Ipswich

Alexander McConechy Scott started a foundry in Wharf Street in c. 1910, supplying castings for mines and pipes for Council work. After the Second World War Scott's was sold to Queensland Industries, and later to Hadfields Steelworks. By the mid-1960s Scott's had bought this site, in addition to its Wharf Street foundry, and was involved in large-scale fabrication, including coal-washing plants, coal dump trucks, and railway carriages and wagons here.

In 1965, the David Trumpy Bridge over the Bremer opened, 1000 tonnes of steelwork fabricated by Scott's. That same year, Scott's presented the Queensland Railway Centenary Memorial plaque (Item 8), now mounted on the eastern pier face of the 1865 Bremer Bridge, to commemorate the opening of Queensland's first railway. The parent company went into receivership in 1969 and was purchased in 1973 by Vickers Ruwolt. By late 1974 operations began to be moved to a larger site at Karrabin. The company was eventually bought by Bradken,

a global manufacturer and supplier of cast iron and steel products which continues to work out of Karrabin.



Scott's apprentice works on a steel girder for the David Trumpy bridge (Picture Ipswich qips-2015-12-15-008)

CROSS BRISBANE ST & CONTINUE TO END OF TIGER ST. TURN RIGHT INTO GLADSTONE RD AND STOP AT THE RAILWAY UNDERPASS.

4 – Sadliers Crossing Railway Bridge, over Bremer River between Tallon St, Sadliers Crossing & Dixon St, Wulkuraka

The Sadliers Crossing Railway Bridge, on the Ipswich to Bigge's Camp (Grandchester) line and spanning Tallon Street and the Bremer River, is a steel truss, concrete and timber bridge designed by the Railways Chief Engineer Henry Charles Stanley and constructed by J McCormick and Sons. Completed in March 1902, it is the second bridge at this site and at 45.7 metres is second longest span of its type built in Queensland. The longest is the (decommissioned) Burdekin River Rail Bridge at Macrossan, near Charters Towers.



A diesel train crosses the Sadliers Crossing railway bridge in July 1982 (Picture Ipswich qips-2011-06-23-0169)

The two main spans are each a 150-foot (45.7 m) parallel-chord Whipple truss (also known as the “Double-intersection Pratt”), a design favoured for its rigidity and strength. The stylish concrete piers are cement rendered. Dressed stone cutwaters embedded in concrete form the upstream leading edges.

The additional “guard” rails are there in case of derailment – they prevent wheels or bogies jumping the line, striking the transoms (the crosswise beams carrying the bridge deck), and dropping into the space below. The footboards on a non-ballasted bridge such as this allowed staff to safely inspect and walk along the bridge in an era before catwalks and places of refuge were standard.

CONTINUE UNDER RAILWAY LINE & TURN RIGHT ONTO TALLON ST. DRIVE TO END, TURN LEFT ONTO HERBERT ST & THEN RIGHT INTO BURNETT ST AT THE LIGHTS. TURN LEFT AT LIGHTS INTO DARLING ST EAST. ON YOUR LEFT, PASS:

5 – Ipswich Grammar School, Woodend Rd, Burnett & Waghorn Sts, Ipswich

Established in 1863 as Queensland’s first official secondary school and first grammar school, notable alumni include Dr John Job Crew Bradfield, designer of Brisbane’s Story Bridge and Chief Engineer for construction of the Sydney Harbour Bridge.

CONTINUE EASTWARDS ALONG DARLING ST EAST, TURN LEFT AT LIGHTS INTO ELLENBOROUGH ST. CONTINUE TO LIGHTS AT END, TURN LEFT INTO BREMER ST, & ALMOST IMMEDIATELY RIGHT INTO CARPARK FOR “RIVER HEART PARKLANDS”. NOTE IN PASSING ON YOUR LEFT:

6 – Commercial Hotel, 7 Ellenborough St, Woodend

Built in 1916-17, the elaborate tall support structure uses timber bridge technology.

VIEW FROM CARPARK UNDER BRIDGE:

7 – Bremer River Rail Bridge, cnr Bremer & Ellenborough Sts, Ipswich, & Heiner Rd, North Ipswich (Heiner Rd Railway Overpass)

In 1865 a 65-foot (20 m) high road-rail bridge with three 150-foot (46 m) spans was designed by English firm Sir Charles Fox & Son, prefabricated in England, and assembled by railway contractors Peto, Brassey and Betts. The unusually wide sandstone abutments provided for a 12-foot-wide rail line plus a 23-foot-wide roadway for general traffic. This bridge was converted to road traffic only when a new rail bridge was constructed in 1897. When the new David Trumpy Bridge 500 m downstream was opened in 1965, the 1865 bridge was demolished, leaving only its abutments.

In 1897 a second rail bridge, comprising three metal trusses each 150 feet (45.7 m) long, atop cast-iron cylinder piers, was constructed upstream to cater for growing volumes and weights of rail traffic. This was Queensland's first through-Pratt truss bridge and would be the forerunner of many such spans.



The 1897 Bremer River Rail Bridge in c. 1900 (Picture Ipswich qips-2008-07-23-0001)

In 1915 the abutments of the second (1897) rail bridge were extended on the upstream side to allow duplication of the rail lines. The 1897 bridge was removed in 1987, leaving only the pylons. A pedestrian bridge linking Ipswich City Centre with Riverlink shopping centre was constructed on these pylons. Named the Bradfield Bridge, for engineer Dr John Bradfield, it opened in 2010.

8 – Queensland Railway Centenary Memorial

On the eastern face of the 1865 Bremer Bridge pier a plaque installed in 1965 commemorates the opening of Queensland's first railway on 31 July 1865. The plaque is accessible, with care, from a narrow footpath on Bremer Street.

A 1.2-km path in the River Heart Parklands offers a pleasant riverside walk, interpretation panels, and viewing platforms.

LEAVING CARPARK, GO THROUGH LIGHTS INTO ELIZABETH ST.

Note on your left the long row of hitching rings set into the low stone wall bordering the oval. They were manufactured by blacksmith Robert Campbell, whose shop was in Brisbane Street in the Top of Town and are a remnant from when St Mary's congregation members arrived via horseback or horse-drawn vehicle.

CONTINUE ALONG ELIZABETH ST TO END, TURN LEFT INTO WAGHORN ST, CONTINUE STRAIGHT AHEAD ACROSS THE RAILWAY OVERPASS, TURN LEFT INTO BRISBANE ST. PROCEED EAST ALONG BRISBANE ST

Note the numerous original building facades that survive above street level.

PROCEED ALONG BRISBANE STREET, & SEE ON LEFT:

9 – Ipswich Flour Milling Co., 227-231 Brisbane St, Ipswich

This complex is Ipswich's last surviving flour mill.

When first completed in 1902, the main mill building comprised a basement and three milling floors, all constructed of ornamental bricks. The steam engine for the mill was imported from America; the "colonial" boiler used North Ipswich coal.

At the rear was a large corrugated galvanised iron and timber shed for grain storage, connected to a railway siding; the grain arrived in bags, not as bulk grain. The mill produced 35 to 40 tons of flour each week, marketed under the brand name "Snowcloud". Attached to the eastern side of the main building was a single storey section, used as a flour store.

By 1905 "Wigfull and Bland, Ipswich Flour Mills" were using the brand name "Heatherbell". In 1926 the property was bought by F.W. Johnson & Sons for their City Motor Works car showroom. In September 1935, the city's first radio station 4IP was established on the upper floors.



The flour mill, turned car showroom (Picture Ipswich qips-2009-05-12-0022)

CONTINUE ALONG BRISBANE STREET & NOTE IN PASSING, ON THE RIGHT:

10 – Old Town Hall, 116 Brisbane St, Ipswich

The clock tower, added in 1879 to the Town Hall as a memorial to Governor Blackall, was illuminated for the first time in November 1879, using gas. In 1896 it was reported that the town clock "loved darkness rather than light for a great many years", as the heat rising from the gas burners interfered with the workings.

In 1901 the new Post Office with a taller clock tower was built next door, at which time Ipswich had two clocks side by side, generally unsynchronised. This continued until 1912 when the Post Office clock was illuminated. The Town Hall clock was sold in 1912 to the Sandgate Town Council for their new chambers.



Two clocks for Brisbane Street – Ipswich Town Hall and the taller Post Office clock tower, c. 1905
(Robyn Buchanan Collection, Ipswich Genealogical Society)

CONTINUE ALONG BRISBANE ST, WHICH BECOMES QUEEN VICTORIA PDE.

Note on both sides of the road the Depression-era relief works using local limestone, including the prominent Cunningham's Knoll feature (on left), footpath walls, terracing, rock gardens, and Queen's Park fences and gateways.

CONTINUE DRIVING EAST. TURN RIGHT INTO CHERMSIDE RD THEN RIGHT INTO GRIFFITH RD.
IN APPROX. 100M TURN LEFT INTO THE CARPARK. LEAVE THE CAR TO INSPECT:

11 – Ipswich & Rosewood Coalminers' Memorial, Limestone Park

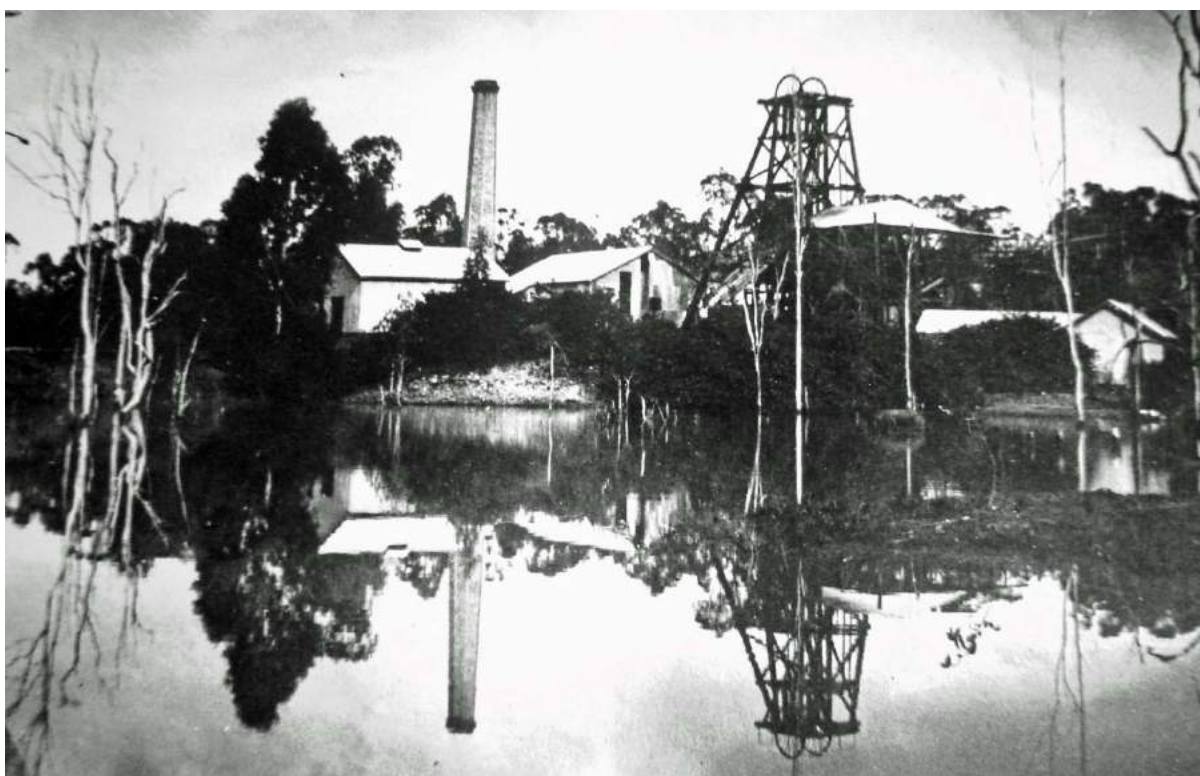
The memorial was unveiled on 4 December 2016, on the feast day of St Barbara, patron saint of miners.

The 23-metre-long bronze memorial wall features the names of 186 men and boys who lost their lives in local mines, from 1858 to 1997. Each person is represented by a round 'torch hole' cut through the wall with their name, age, location of incident and date of passing etched alongside. The 'torch holes' are backlit to represent miner's lamps.

At the end of the bronze wall is a monolithic concrete blade which is lightly etched with an image of St Barbara. Two concrete columns present stratigraphic images of the Ipswich and Rosewood coalfield seams.



The Ipswich-Rosewood Coalminers' Memorial ((bureau^proberts & Christopher Frederick Jones)



Several miners lost their lives at Tivoli's Eclipse coal mine, pictured here before 1925. (Picture Ipswich qips-2012-03-10-0001)

EXIT THE CARPARK TURN LEFT INTO GRIFFITH RD, THEN ENTER QUEEN'S PARK VIA BURLEY GRIFFIN DVE ON RIGHT. PARK OUTSIDE THE INCINERATOR THEATRE.

12 – Walter Burley Griffin Incinerator, 15 Burley Griffin Dve, Queen's Park

Constructed to burn the city's garbage, the incinerator was designed by noted architect, American-born and trained Walter Burley Griffin, who also designed the city of Canberra. It is Queensland's only Griffin building.



The rear of the incinerator including the residue tunnel and skip (Picture Ipswich qips-2009-06-03-0001)

During the Depression, work for architects was severely reduced and Griffin and his partner, Eric Nicholls, gained the bulk of their work from designing municipal incinerators. These

utilised the reverberatory system patented by Australian engineer John Boadle. The Reverberatory Incinerator Company constructed twelve incinerators in the eastern states, all of distinctive design. Only six are believed to survive, none of them as incinerators. The construction of the Ipswich incinerator was supervised by local Ipswich architect George Brockwell Gill.

In November 1936 Ipswich Mayor A.T. Stephenson opened the building with a commemorative gold key, drew aside a large Australian flag to expose a foundation plate listing the names of council and engineering officials involved, and even (briefly) took a hand at the stoking.

The building was initially designed with one chimney, but adding a second work unit and chimney in 1940 extended its capacity.

The incinerator was designed to process the rubbish generated by a city of 20,000 people, but by 1960 the population of Ipswich was twice this number. Moreover, by this time it was no longer thought environmentally appropriate to dispose of rubbish by burning. In 1965 the council considered demolishing it, but after a public outcry and extensive efforts by volunteers, in November 1969, the Incinerator Theatre opened in the building after conversion works designed by civil engineer Ian Pullar and construction by contractor Henk Groenenberg, including removal of a supporting column which would have stood in the centre of the proscenium.

CONTINUE FURTHER INTO QUEEN'S PARK ALONG BURLEY GRIFFIN DVE; CROSS GOLEBY AVE & CONTINUE ALONG MERLE FINIMORE AVE WHICH MAKES A SHARP RIGHT TURN AROUND THE CAFÉ. DRIVE ALONG THE:

13 – Concrete Roadway, Merle Finimore Ave, Queen's Park

This 18-foot wide section of road, with a basalt drainage channel along the eastern side, was a local authority experiment in concrete using a coarse aggregate mix. The cement-penetration roadway was constructed during the 1930s Depression and opened to traffic in May 1933.

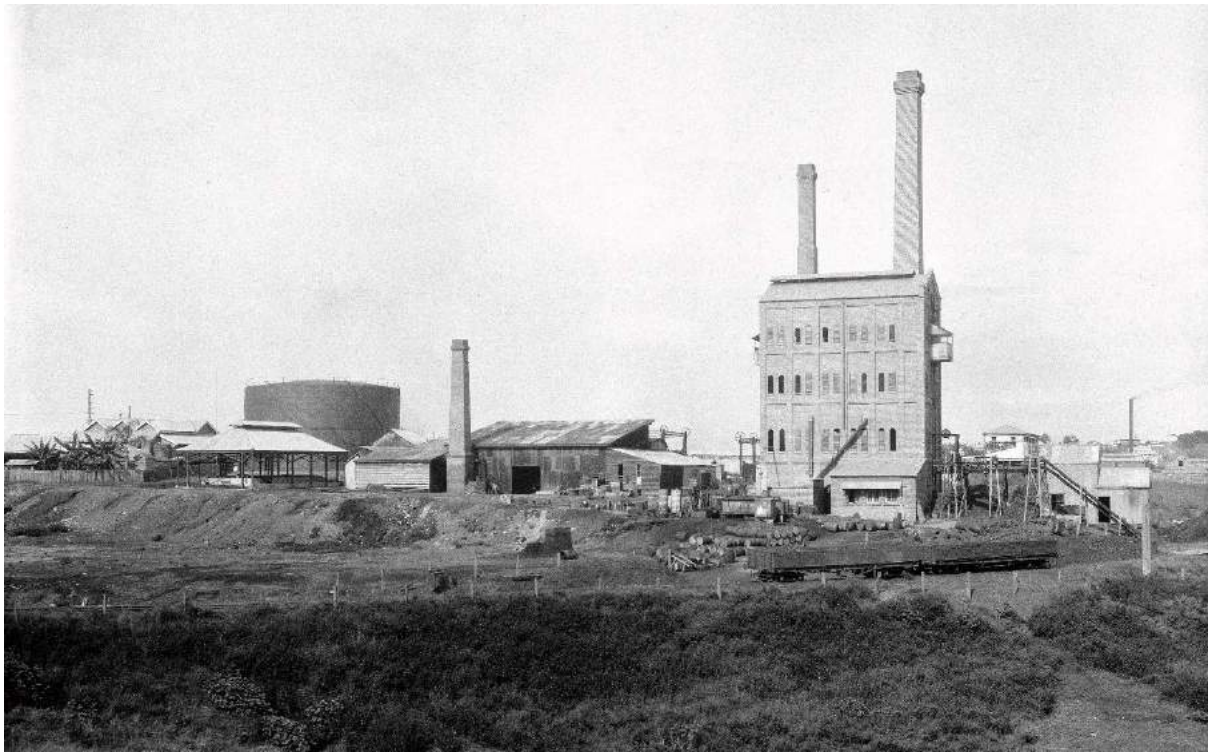
This serpentine drive, originally called Queen's Park Boulevarde, extended from Blackstone Road, through the centre of the Park, to the corner of Milford and Limestone Streets and was a entry point to the city. The road was later renamed Merle Finimore Drive after the highly-regarded wife of long-serving mayor, Jim Finimore.

CONTINUE ALONG MERLE FINIMORE AVE WHICH TURNS INTO GOLEBY AVE. LEAVING QUEEN'S PARK, TURN RIGHT INTO MILFORD ST, & LEFT INTO LIMESTONE ST. TURN RIGHT AT THE EAST ST TRAFFIC LIGHTS & TRAVEL NORTH OVER THE BREMER RIVER VIA THE DAVID TRUMPY BRIDGE.

AS YOU CROSS THE BRIDGE NOTE ON YOUR LEFT, IN THE GROUNDS OF THE SHOPPING CENTRE:

14 – Ipswich Gas & Coke Company gasholder, 8 The Terrace, North Ipswich

The gasholder frame, which survived the mid-2000s construction of Riverlink shopping centre, marks the site of the Ipswich Gas and Coke Company's gasworks constructed in 1877. By the 1950s the gasworks served 3200 customers in the Ipswich area, that number increasing by 8 to 10 per cent annually. This gasholder, the company's third here, was constructed in the early 1950s to store coal gas (later converted for natural gas in c. 1969). Eighty per cent of the gas was consumed in homes, with the remainder used by industry.



The Ipswich Gasworks, 1950s (Picture Ipswich whd-014-neg-0807)

A cylindrical tank within the frame provided for storage of gas without the need for continuous production, the weight of the movable cap keeping the gas under pressure.



Interior of the Ipswich Gasworks, 1950s (Picture Ipswich whd-014-neg-0804)

See also a view of the Bremer River Bridge (item 7) further upstream.

AT THE LARGE ROUNDABOUT, TURN RIGHT (3RD EXIT) INTO THE TERRACE & CONTINUE TO END OF THE TERRACE.

15 – Queensland Woollen Manufacturing Company Ltd, 42 & 42B The Terrace, North Ipswich

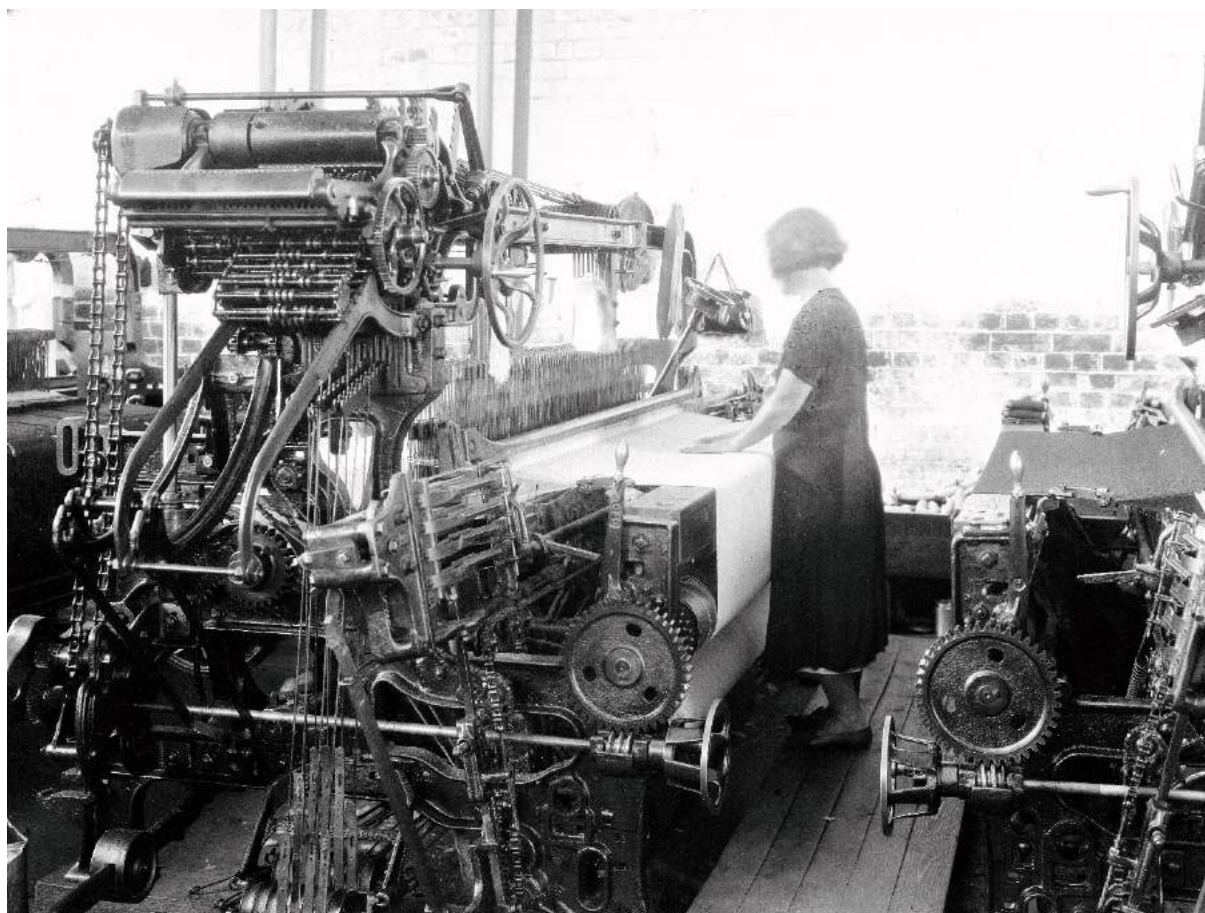
The Queensland Woollen Manufacturing Company was established in 1875. Its factory manufacturing Tweed fabric opened here in 1877, the first such plant in Queensland.

The position of the mill, on the Bremer River “Basin”, was imperative to its future success. This natural bight in the Bremer River allowed larger vessels to turn around, facilitating the loading and unloading of shipped goods and providing a reliable water source for the mill’s steam engines. The railway was also close by.

In 1890, the 1870s timber factory was replaced by spacious brick and iron buildings which, by 1919, were Ipswich’s first factory to have electric light installed.

The Queensland Woollen Manufacturing Company was still in production up until 1968.

The rear of the site includes one of Ipswich’s few remaining World War 2 air raid shelters. The shelter is constructed of two layers of bricks (laid on their edges), with reinforced concrete infill.

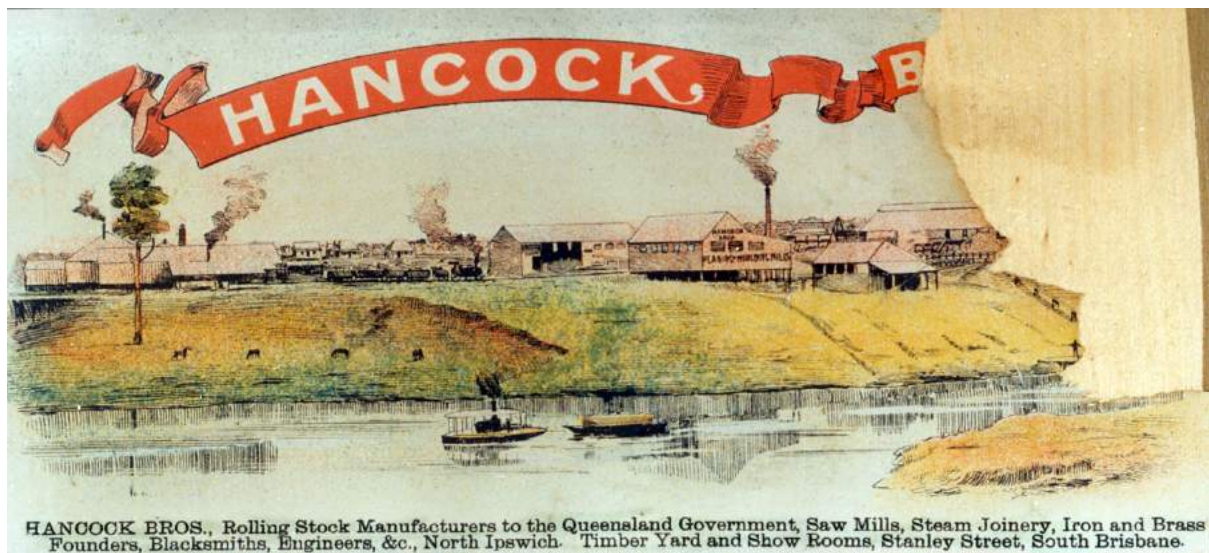


Queensland Woollen Manufacturing Company weaving loom, 1935 (Picture Ipswich whd-014-neg-0754)

TURN LEFT INTO LAMINGTON PDE & SEE TOWARDS THE RIVER BANK, THE SITE OF:

16 – Hancock Bros Sawmill, 1 Lamington Pde, North Ipswich

The series of concrete foundations between Lamington Parade and the River are the remains of a sawmill and flour mill established here in 1866 by James Reilly. In 1872 the Hancock company purchased the site and developed a comprehensive timber processing complex, including sawmill, plywood factory, power station and a wharf.



Hancock Brothers' advertisement, 1895 (Picture Ipswich qips-2009-04-07-0025)

The company expanded into the neighbouring woollen mills in 1984. The factory was extended and upgraded several times during the 1990s, and new products were introduced including plywood decking for timber bridges. In 1995, Boral bought the company which was renamed Boral Hancock Plywood.

TURN LEFT INTO LOWRY ST, CONTINUE TO ROUNDABOUT & TAKE 1ST EXIT ONTO PINE ST. AT NEXT ROUNDABOUT TAKE 3RD EXIT TO THE TERRACE. CONTINUE ALONG THE TERRACE & SEE ON RIGHT:

17 – North Ipswich Ice & Butter Factory, 9 The Terrace, North Ipswich

Varied industrial activities have been carried out on this site for over a century. The Pommer brothers opened the North Ipswich Ice and Butter Factory here in 1903, pasteurising milk, making butter and ice, and providing cold storage to local butchers. In 1904 electricity was installed. Pommer's "Alpha" brand of butter won many local prizes, as well as the 1910 "colonial" salted butter competition from 46 entries at the London Dairy Show.



Pommer's also offered cold storage services. (Robyn Buchanan Collection, Ipswich Genealogical Society)

The factory closed during the Great Depression of the 1930s. Fowler's Engineering acquired the site in 1961, selling it 30 years later.

ON THE LEFT SIDE OPPOSITE THE ICE & BUTTER FACTORY, NOTE:

18 – Railway Historical Centre, The Terrace, North Ipswich

This building is the sole remaining building from the era of the first railway workshops (1865-1885). Built in 1878-9 by Ipswich contractors, McGregor and Brown it was initially used as a store. Later used for administration and then as a tarpaulin shop, in 1990 it was converted into the Railway Historical Centre and housed archival material. It now hosts commercial activities.

Internally, the upper floor is dominated by Queen Post trusses which meet at the gable crossing with cruciform trusses. Along each end of the bottom chord are support rails with rope eyelets for suspension of tarpaulins. The original windlass is supported at the centre trusses for hoisting goods between the upper and lower levels through a timber trapdoor.

From the lower level, two large doors lead to the southern aligned railway tracks, the rails extending inside the building for the length of the floor.

CONTINUING ALONG THE TERRACE, NOTE ON YOUR RIGHT:

19 – Barbat & Sons Foundry, 5A The Terrace, North Ipswich

Behind more modern buildings can be seen the roof and part of one building remaining from Barbat's foundry. The foundry was established by F.G. Springall and J. Frost who were responsible for the first locally-made locomotive for the Queensland Railways in October 1889. Springall and Frost became Phoenix Engineering Company but shortly afterwards, the financially stricken company was bought by F.E. Barbat who manufactured the "Acme" range of corn-huskers, chaff-cutters and other agricultural equipment. The works covered two hectares and had its own railway siding. In 1910, the foundry employed 120 men.



Barbat's employees and a sea of scrap outside the foundry, 1910s (Picture Ipswich qips-2008-06-16-0012)

Barbat's closed during the Depression years, but from September 1941 to May 1943 the Ipswich Railway Workshops took over the foundry. Cast here were locomotive brake blocks, firebars, and wagon and carriage axle boxes, cylinders and sundry fittings for marine engines, distilling machinery for defence force ships, and lathe beds for production of gun barrels.

FOLLOW THE TERRACE AS IT TURNS RIGHT INTO DOWNS ST; TURN LEFT INTO LOWRY ST AND PARK AS CLOSE TO THE CORNER AS POSSIBLE. SEE ON THE FOOTPATH:

20 – Railway Historical Marker, cnr Downs & Lowry Sts, North Ipswich

This marker is located near the site where, on 25 February 1864, Lady Bowen, wife of the Queensland Governor, turned the first sod for the colony's first railway line, from Ipswich to Bigge's Camp (later renamed Grandchester). This narrow-gauge line, the world's first, reached Bigge's Camp in 1865, and Toowoomba in 1867. The stretch from Roma Street (Brisbane) to Rosewood was electrified in stages from 1979 to 1993.

This driving wheel from a steam locomotive, recognisable by the crescent-shaped balance weight and the eccentric crank, has a steel tyre. Such tyres were replaced when the contact surface wore, or when cracks were detected, thus saving and reusing the costly inner wheel.

RETURN TO DOWNS ST & CONTINUE UNTIL IT BECOMES, VEERING LEFT, PINE MOUNTAIN RD.

NOTE IN PASSING ON YOUR RIGHT:

21 – Ipswich North State School, 60 Downs St, North Ipswich

Established in 1867, the fine building visible from Downs Street is a local landmark. It was constructed as a part of a substantial Government employment scheme to counter the effects of the prevailing economic Depression. Engineer John Bradfield received his primary schooling here at the predecessor Infants' School and Boys' School before attending Ipswich Grammar School. He spoke at the official opening of the new building in May 1935.

TURN LEFT INTO WYNDHAM ST WHICH BECOMES W.M HUGHES ST. PARK AFTER THE RIGHT HAND BEND WHERE IT TURNS INTO MUSGRAVE ST. WALK DOWN THE HILL & FOLLOW THE PATHWAY AROUND TO THE RIGHT FOR APPROXIMATELY 200M. THE PATH SPLITS, WITH THE LEFT (UPPER) FORK GOING TO THE COKE OVENS.

22 – Klondyke Coke Ovens, Railway Reserve, Parker Lane, North Ipswich

The path, which follows the original Ipswich to Bigges Camp railway track, now includes a pedestrian and bike bridge crossing the Mihi Creek where a timber railway bridge originally stood.

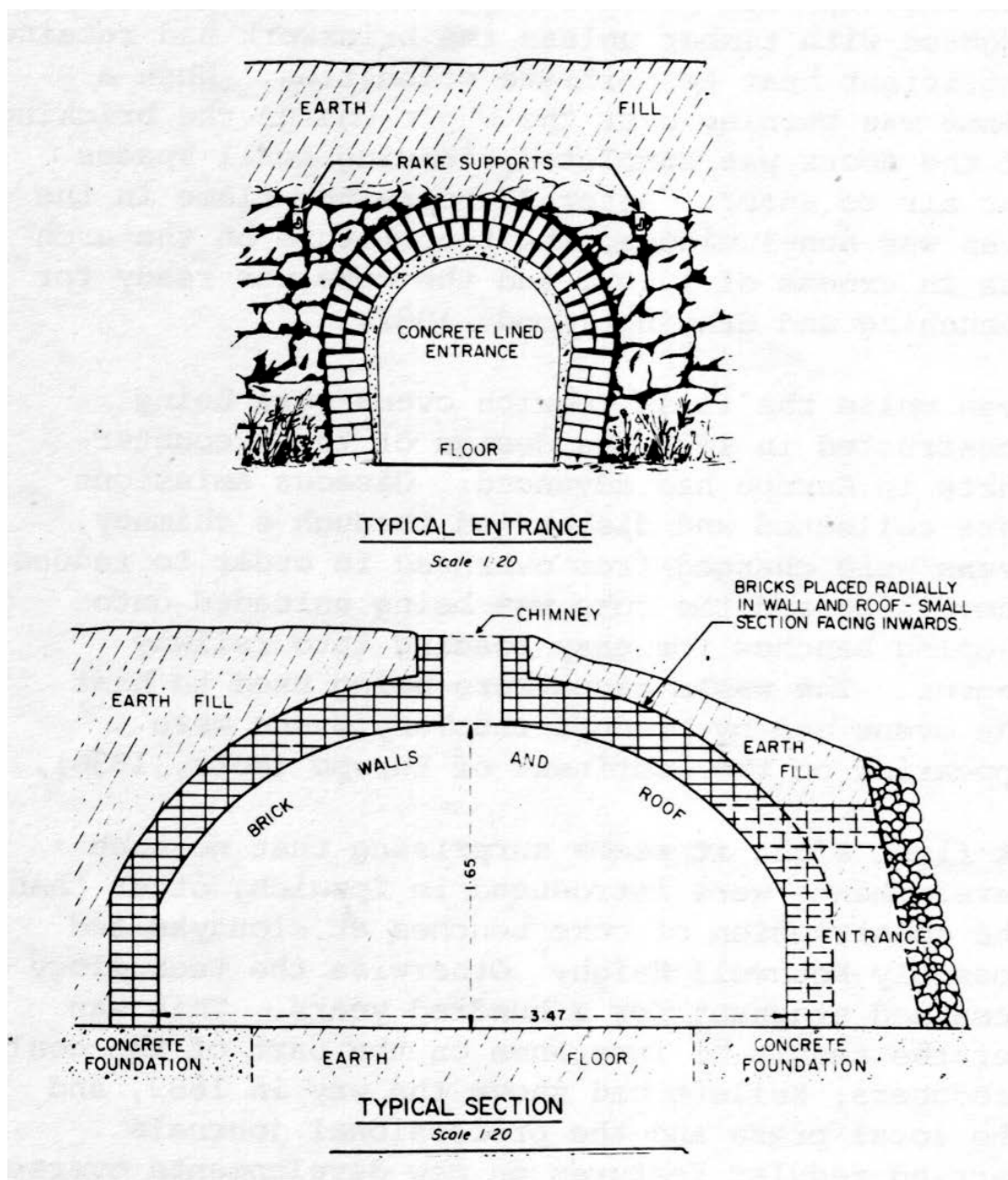
The Klondyke Colliery was one of only two Queensland collieries producing coke during the 1940s. Coke production was an important Ipswich industry, with some 300 ovens built at eight different locations from 1869 onwards, to supply the ore-smelting and iron-making industries. Coke was initially produced here during the 1880s for only a few years. Subsequently these ovens were constructed during the Second World War to supply an increased demand for coke for iron smelting. Production ceased in the early 1950s when the pit's coal supply was exhausted.

A beehive coke oven comprised a brick dome with a small circular opening (an exit flue) at the apex, and a larger arched opening at one side to permit charging and drawing. The ovens were usually constructed in double rows known as batteries, the space between usually filled with rubble and earth to provide insulation, and the entire battery surrounded by a stone retaining wall to resist the outward thrust of the brick domes. The Klondyke ovens had a capacity of four to five tons.

Twelve beehive ovens, each around 3.45 metres in diameter, 1.65 metres high and with an individual flue, were arranged in two back-to-back rows of six. The bricks were apparently manufactured by local brickmakers, Rylance (later known as Claypave).



Klondyke Colliery coke ovens c. 1928 (Picture Ipswich qips-2012-04-02-0002)



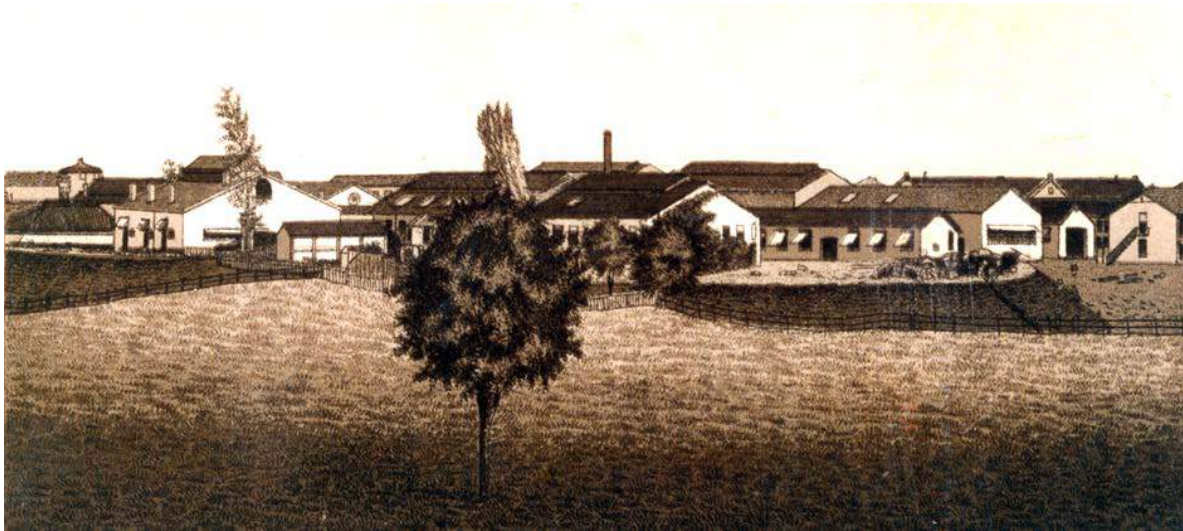
Cross-section of the Klondyke ovens (Geoffrey Billing)

RETURN TO THE ROAD & LOOK SOUTH TO VIEW THE EXTENT & LAYOUT OF THE NORTH IPSWICH RAILWAY WORKSHOPS COMPLEX.

RETURN EAST ALONG W.M HUGHES ST, TURN RIGHT INTO NORTH ST. PARK IN THE LOT TO THE RIGHT FOR THE NORTH IPSWICH RAILWAY WORKSHOPS COMPLEX

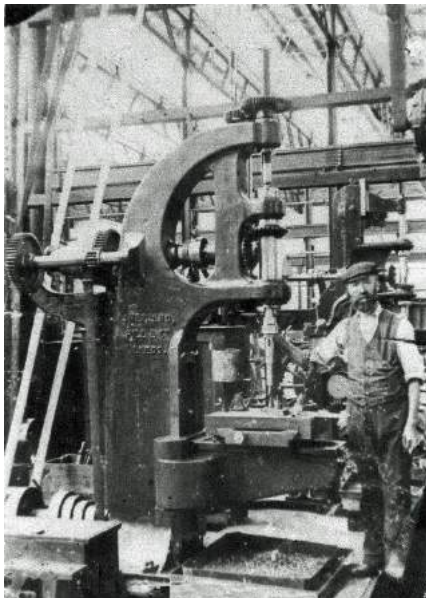
23 – North Ipswich Railway Workshops Complex, North St, North Ipswich

The North Ipswich Railway Workshops include an extensive complex of buildings and linking rail tracks constructed between 1878 and the 1980s.

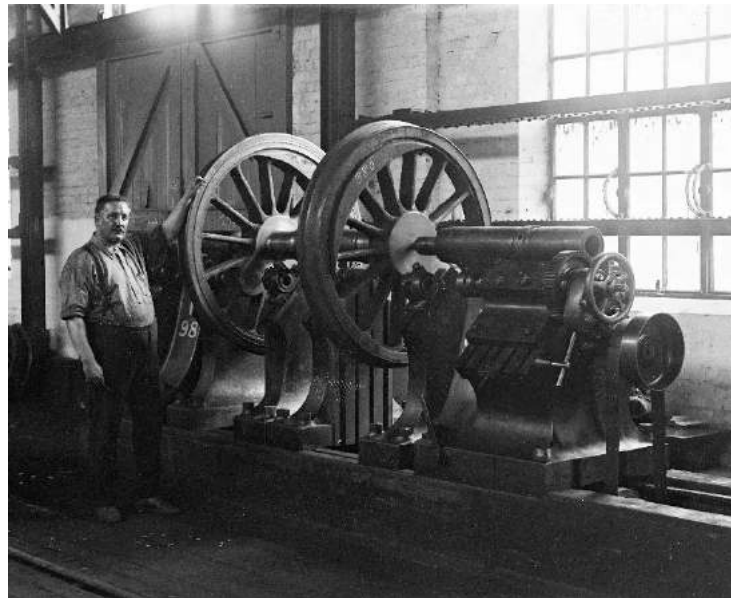


A somewhat romanticised view of the Workshops, published in 1887 (Picture Ipswich qips- 2009-04-07-0021)

The complex is now a campus of the Queensland Museum and tells the story of rail in Queensland. Queensland Rail also conducts workshop operations on part of the site.



Drilling machine at the Ipswich Railway Workshops, early 1900s (Picture Ipswich qips-2010-10-26-0010)



The main driving wheels for a locomotive, Ipswich Railway Workshops wheel shop, 1910 (Picture Ipswich whd-003-gpl-0101)

Check the [Museum website](#) for opening hours, admission prices and visiting arrangements. The Queensland Museum advises that 3+ hours should be allowed for a visit.

WHILE HERE, NOTE IN A SMALL GRASSED ENCLOSURE AT THE EASTERN END OF THE TRAVERSER, DIRECTLY INSIDE THE MAIN GATE:

24 – Ipswich Railway Workshops War Memorial

The Ipswich Workshop War Memorial was unveiled on the 27 September 1919 by Queensland Governor, Sir Hamilton Goold-Adams. The stone memorial, surmounted by a bronze digger sculpture by John Whitehead and Sons of London, was designed by Queensland Railways architect Vincent Price and honours some 300 local men who left the workshops to serve in the First World War. By the end of the war 31 of these men had died.

The grandeur and comparatively high cost (£1400 – equivalent to over \$116,000 in 2022 terms) of the monument reflects the patriotic spirit of the railway workers. The monument is an unusual example of the work of architect Price.



An Anzac Day service at the Railway Workshops, c. 1925 (Picture Ipswich qips-2014-04-17-0003)

THE WORKSHOPS ARE ALSO THE SITE OF ...

25 – Ipswich to Walloon Original Railway Line

The line extends from the Bremer River bridge northwards, through the Workshops, and thence across Mihi and Ironpot Creeks, to Wulkuraka. This was the route of Queensland's first rail line, opened in July 1865 as a part of the Ipswich to Bigge's Camp (Grandchester) railway. The line was rendered redundant with the 1875 opening of the direct Line to Wulkuraka, via Sadliers Crossing, although part of the line near Mihi Creek was kept open to service local collieries.

26 – Tivoli Branch Railway

This line extended from the Workshops to the Warrego Highway. Opened in 1898 to serve the collieries of North Ipswich including Eclipse (John Wright), Abermain (W.R. Black), Haighmoor and Rothwell Haig (Stafford Bros), the line closed in 1965.

27 – Sandstone Railway Culvert

The sandstone railway culvert (c. 1865) is located near the north-eastern corner of the Workshops precinct. It is a rare surviving original component of Queensland's first section of main line railway and is therefore one of Queensland's earliest known railway culverts. The culvert comprises a long tunnel, about 1.2m wide. It is lined on the floor and to about a third of its height with rusticated sandstone blocks. The arched roof, not visible from the exterior, is lined with bricks.

THIS CONCLUDES THE IPSWICH TOUR. ENJOY A COUNTRY DRIVE & EXPLORE ENGINEERING & INDUSTRIAL HERITAGE SITES IN THE WIDER IPSWICH AREA, SEE THE FOLLOWING PAGES.

Engineering and Industrial Heritage Sites further afield: East

E1: Mines Rescue Station, 252 Brisbane Rd, Booval

In 1910 a Mines Rescue Brigade was established at the North Ipswich Ambulance headquarters. A station was opened in 1915 in North Ipswich; the service shifted to this site in 1923 with the opening of the Mines Rescue Station and instructor's residence, Australia's first fully-equipped and independent rescue station. The current station building opened in 1949, but was decommissioned in 1997 after the last underground mine in the Ipswich region closed.

E2: Duce Joinery, 47 Brisbane Rd, Bundamba

In the early 1930s Andrew Duce, who was working at Kruger's sawmill in Bundamba, began making furniture here. After the Second World War his sons converted the business to manufacturing timber frames and windows. In 1969 a grandson opened a cabinet making division. Andrew Duce's original workshop remains here, along with his house now used as an office.

E3: Campbells Brickworks, 11 Mine St, Redbank

The dominant feature remaining here on the site of a brickworks established in the 1850s by John "Tinker" Campbell is the double-chambered kiln. Constructed in 1933 by then-owners, the Milner family, it is believed to be Queensland's only remaining kiln of its type. Originally coal-fired, the kiln was later converted to oil. The brickworks here produced Queensland's first industrial and electrical porcelain.

E4: Stone kerbing & guttering, Brisbane Rd, Redbank (between Cole & Tile Sts)

This carefully-prepared kerbing and guttering is constructed of fine to coarse grained siliceous quartzose sandstone blocks, believed to be the local Woogaroo Sandstone.

E5: Redbank Railway Station

A railway station opened here on 5 October 1874 when the line from Ipswich opened. Increasing traffic resulted in duplication of the line in 1887; the Redbank-Bundamba loop line opened in May 1904 handling significant coal traffic made the Redbank Station even more important. During the early 20th century the station handled some of the largest freight volumes in Queensland. During the Second World War troops departing the nearby Redbank Army transit camp passed through the station. The former railway building constructed in 1914 with a tiled roof, unusual in railway buildings of the time, suffered from termite damage and was re-constructed largely to the same design in 1994.

E6: Redbank Meatworks, 61 River Rd, Redbank

On the riverbank is the site of Queensland's first recorded coal mine, started by John Williams in 1843 to supply the Hunter River Steam Navigation Company with coal for its paddle steamers.

In 1857 John "Tinker" Campbell and Robert Towns opened a boiling down works here. In 1880 William Kellett purchased the property and after unsuccessfully mining for coal here, built a works providing packing and storage of chilled meat. The facility included an ammonia cooling plant, digesting and refining vats, and an Evans Anderson & Co power station.

At its peak in c. 1910 the plant processed 320 cattle and 1000 sheep daily. In 1934 John Morris of the Ipswich Woollen Mill at East Ipswich bought the site and converted it to a woollen mill.

During the Second World War, the mill operated around the clock, supplying blankets and uniform fabric. Post-war, it reverted to production of clothing materials and knitting yarns. Cheap imports reduced demand, until in 1981 the weaving and dyeing facilities were closed. Wool scouring continued until August 1990.

The site includes elements from several development periods, including:

- A small brick butcher's shop near the entrance.

- Ipswich's last remaining industrial brick chimney.
- Several prefabricated buildings added to the site during the Second World War.

Note the small collection of machinery inside the left-hand gate.

E7: Redbank Railway Workshops, Weedman St, Redbank

This additional Queensland Railways site was opened in 1958 to ease pressure on the busy Ipswich Railway Workshops. It was first used as a centre for the newly-introduced diesel locomotives. It became Queensland's major railway workshops, known as the "Redbank Centre of Excellence", but is now the site of Progress Rail's locomotive rebuild and refurbishment facility.

E8: Woogaroo Creek Railway Bridge across Woogaroo Creek, end of Woogaroo St, Goodna

Designed by engineer Ian Nibloe, built by Queensland Railways and opened on 22 July 1962, this five-span bridge was Australia's first prestressed concrete girder railway bridge. It would be the forerunner of many prestressed concrete structures still in service including on the rehabilitated Mt. Isa line (20,500 feet) completed in 1965, the Gladstone to Moura Short Line (4,000 feet), and the Goonyella and Peak Downs lines (5,200 feet).

E9: Miners' Memorial, Smiths Rd, Redbank

The State memorial, designed by local artist Scott Maxwell and unveiled in September 2017, honours those who lost their lives in coal and metalliferous mines and quarries. Miners' Memorial Day is held annually on 19 September, the anniversary of the 1921 Mount Mulligan coal mine explosion. Killing 75 miners, it remains Queensland's worst mining disaster.

E10: Strike Monument, Goupong Park, Namatjira Dve, Collingwood Park

A cairn with plaque is situated in the north-western corner of the park.

The first industrial strike in Queensland took place at the Redbank Mine owned by Campbell and Towns. On 7 June 1861, a deputation of miners confronted Robert Campbell with demands including a pay rise of one shilling a ton. Campbell rejected the claims, the miners went on strike and were later arrested and tried for illegally conspiring to injure Campbell's interests. The jury found them not guilty.

E11: Rhondda Offices, 1041 Redbank Plains Rd, New Chum

The complex managed by the Ipswich Historical Society comprises *Cooneana* homestead (c. late 1860s), the former Rhondda Colliery offices and a number of buildings moved to the site to house kindred organisations.

The land was bought in 1974 by Rhondda Collieries, founded in 1900 to work the high-quality New Chum coal seam. The Rhondda No. 1 mine would become the most enduring and efficient on the Ipswich coalfield, with a life spanning 80 years.

In the late 1960s Rhondda Collieries decided to relocate its administrative headquarters to the current site which was central to its various operations. The new office building and adjoining carport were designed by Robin Spencer Architects and constructed in c. 1976-7. In 1978 the building was awarded a Bronze Medal in the "Industrial Category" from the Australian Institute of Architects, Queensland Chapter.

The former Rhondda Colliery offices house the Ipswich Historical Society's local history and mining museum. Local history, and coal mining and mines rescue memorabilia are on display inside the museum; outside is a static display of mining machinery. Open several days a week, a small entrance fee applies. See the [Ipswich Historical Society](http://www.ipswichhistoricalsociety.com.au) website for further details.

Engineering and Industrial Heritage Sites further afield: South

S1: Box Flat Memorial, 252-254 Swanbank Rd, Swanbank

This memorial honours the miners who lost their life as the result of an underground explosion at Box Flat in the early hours of the morning on 31 July 1972. Seventeen men were killed in the massive underground explosion, including eight Rescue Brigade members. Another man died later as a result of his injuries. After the explosion the mine was closed and tunnel entrances sealed, entombing the 14 men killed underground.

Ipswich's first electric coal cutters were used at Box Flat, in 1905.

S2: Swanbank Power Station sites A, B, C & D, Swanbank Rd, Swanbank

Swan bank A was the first major power station in southeast Queensland to be situated next to a coal field supply. It was commissioned by SEAQ progressively from 1966 to a total of six 66 MW sets supplying power to the 110 kV high voltage networks around southeast Queensland. It was the first outside Brisbane and had coal supplied directly from the adjacent Box Flat mine until the 1972 disaster. In 1975 the Bundamba-Swanbank Colliery rail line was extended 5 km to supply the power station, although conversion to natural gas meant that the line saw little coal traffic in later years. Swanbank A was decommissioned in 2005 and fully removed from site by 2007.

A coal-fired Swanbank B Power Station, comprising four 120MW units, was commissioned by SEAQ from 1971 to 1973, then the largest generating units in the state. They supplied power into the new 275 kV transmission grid in southeast Queensland, predominantly burning black coal mined locally (including from Oakleigh, Jeebropilly and Acland). Two units were closed in 2010, and a third in 2011. Finally decommissioned in 2012 by CS Energy, the power station and most of the structures, plant, equipment and associated infrastructure were demolished by 2015, leaving only some workshops and stores.

Swanbank C was a 30 MW open cycle gas turbine plant, commissioned in 1969 by SEAQ to provide quick starting peaking power and emergency black start power into the existing 110 kV grid. It was decommissioned by CS Energy and removed in 1997.

Swanbank D was a 37 MW open cycle gas turbine, commissioned by CS Energy in 2000 as a peaking plant. It operated until 2003, after which it was decommissioned and removed.

S3: Swanbank E Power Station, 116 Swanbank Coal Rd, Swanbank

A 385 MW combined cycle gas turbine was commissioned by CS Energy in 2003. One of the largest and most advanced gas turbines in Australia, the turbine is directly connected at one end to the generator, with the heat from the gas turbine exhaust producing steam which is fed into a steam turbine at the other end of generator. This combined cycle operation has less than half the greenhouse gas emissions of coal fired power stations.

In 2011, ownership was transferred to Stanwell Corporation, and in 2014, it was withdrawn from service and mothballed. In January 2018, it returned to service as the National Energy Market economic conditions improved.

S4: Swanbank Railway Station, Swanbank Coal Rd, Swanbank

In 1881, Lewis Thomas constructed a 2 km tramway from Bundamba on the main line to his Blackleg Gully coal mine. Further extensions followed, in 1886 to the West Moreton Colliery at Swanbank, and further, to the New Swanbank Colliery in 1895. The current station at Swanbank was constructed in 1903.

The Queensland Pioneer Steam Railway operates steam trains between Swanbank and Racecourse Stations. See the [website](#) for further details.

S5: Winding engine "Jessie Brown", 10 Ella St, Blackstone

The engine was built in 1887 at Bendigo's Victoria Foundry and is Australia's sole surviving example. At the time it was claimed to be the "most powerful piece of mechanism in South Queensland".

Named after the eldest daughter of Peter Brown, Chairman of the West Moreton Coal and Coke Company Ltd, the "Jessie Brown" was a 22-inch (550 mm) x 60-inch (1.5 m) double-cylinder, first-motion steam winding engine coupled to two winding drums each 12 feet in diameter. The steam end of the engine was removed during the 1960s, leaving the drums, bearings, brakes, level indicators, and partial frame of the engine. The winding drums were the largest built by the company.

This winder and foundations remain in their original location overlooking the West Moreton Colliery shaft that was sunk to a depth of 900 feet.

Engineering and Industrial Heritage Sites further afield: West

W1: H.T. Hooper & Co. Soap Works, 97 Lobb St, Churchill

Two buildings with curved corrugated iron roofs (joined by a third) are the site of the soap works established in the early 1870s by W. Hancock. Acquired by H.T. Hooper in 1901, the works supplied soap and soda to the community and Government institutions for decades.

W2: RAAF Amberley Aviation Heritage Centre, via Behms Rd, One Mile, Ipswich

RAAF Base Amberley, acquired by the Commonwealth in December 1938 and commencing operations in June 1940, is Australia's largest. During the Second World War aircrew trained here, unserviceable aircraft were salvaged for reusable parts, major inspections of aircraft were carried out, and a range of aircraft re-assembled after arrival in crates from the USA. US and Australian personnel are estimated to have re-assembled about 5,388 aircraft over four years.

Opened in June 2011, the Heritage Centre is housed in four Bellman Hangars, survivors of 14 built in 1942. Displays include aircraft from WWII onwards, WWII vehicles, fully restored engines, weapons, and medals. Check the Heritage Centre [website](#) for access details.

W3: Walloon Railway Station, Station Lane, Walloon

Walloon was a station on Queensland's earliest railway line. The c. 1920 timber station building is of a standard country station design now becoming rare in Queensland.

W4: Rosewood Railway Station Complex, Railway St, Rosewood

Rosewood was a station on Queensland's first railway line, opened in 1865. The complex includes a 1918 precast concrete station building and timber overhead footbridge.

W5: Grandchester Railway Complex, Rosewood-Laidley Rd, Grandchester

Originally known as Bigge's Camp, Grandchester is the western terminus for the first railway in Queensland and the first section of the Main Line to Toowoomba, opened from Ipswich on 31 July 1865. The complex includes the 1870s timber station building and 1910 station master's house, signal cabin, two-tier water tank, pumphouse, equipment and machinery. A locomotive was stationed here from 1885 to assist trains over the Little Liverpool Range. The station complex opens monthly on the first Sunday, March to November – check the [website](#) for details. In 1965 a C18 class locomotive axle and driving wheels were installed to commemorate the centenary of railways in Queensland. The nearby [Grandchester Model Live Steam Association](#) miniature railway opens on the same days as the station complex.

W6: Railway Dam and Weir, off Clancy's Rd, Grandchester

Grandchester was a major watering point where steam engines were refilled before the long haul up the Little Liverpool Range. Connected by pipeline to the station, this dam was built in 1892

and its capacity doubled in 1913 by raising the wall height by 2 feet and also excavating the gully. The concrete weir, with concrete spillway, is said to be Australia's oldest railway dam.

W7: Grandchester Sawmill, 5-7 Symes St, Grandchester

Begun in 1941 by the Gillam Brothers, the sawmill was powered by a steam engine built by Marshall Sons and Co Ltd, Engineers, Gainsborough England pre 1908 and used at the Nestle Condensed Milk Factory at Toogoolawah, followed by Lowood Butter Factory, and then Hoods Sawmill at Gatton. The railway locomotive boiler, part of a C17 steam locomotive no 922, was built by Walkers in Maryborough in 1966. The boiler was fuelled by sawdust from the circular saws. A fire in the 1990s destroyed the original building and the sawmill is now electrically operated, manufacturing survey pegs and garden stakes. A small timber building directly in front (north) of the mill (on Gatton Street) was once a petrol station. The boiler survives, and may be seen from the road (note that this is private property).

W8: Macadam road, Grandchester-Mt Mort Rd, Grandchester

South of Western Creek, a stretch of macadam road survives at the edge of the bitumen. This roadmaking technique involved careful placement of larger stones, which then had smaller stones wedged between to form a heavy-duty road surface. This design, sometimes known as "macadamising", was developed by John MacAdam, a British engineer.

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